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NOR' WEST MINER

A Monthly Devoted to Northern Development

Vol. 5, No. 11

Edmonton, Alberta, January, 1938

Price 10c

NEW STRIKE AT YELLOWKNIFE



The Great Bear unloads cargo in her home port at Eldorado Gold Mines Ltd. The Great Bear is a unit of the Northern Transportation Co's fleet of boats. Oil drums, viewed from the hill above make a mosaic of the wharf and shows how necessary oil is in the operation of Canada's Radium mine.

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G MADE

In view of the general active development now proceeding at Goldfields, The Yellowknife and Great Slave Lake, it is suggested that you enquire concerning the well located properties controlled by this company.

Edmonton Athabasca Gold Mines Limited

709 Tegler Bldg. Edmonton

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THE NOR' WEST MINER**Editor: F. S. Wright.**

The Nor' West Miner is a monthly publication. It is devoted to news of the North, including Northern British Columbia.

It welcomes correspondence from all interested.

Advertising rates on application.

Subscription, \$1.50 per annum post free.

Address: NOR' WEST MINER,

6 Richardson Block, Edmonton, Alberta.

Phone 24523

EDITORIAL

Recent announcements to the effect that M. L. Ryan well known northern freighter has been placed in charge of Hudson Bay Company Mackenzie River Transport system for the coming year, must meet with the approval of all interested in getting mining freight into the North. Ryan has had years of experience in handling northern freight, dogteams, horses, tractors, scows, barges and steamboats. He is thoroughly familiar with northern conditions and there is no doubt that when "Micky" as he is known in the North says "It must be done" it will be.

* * *

A most remarkable statement recently imputed to the president of the Alberta and North West Chamber of Mines, seems to require some explanation, if he is not to be misunderstood. He is reported as having stated at the Annual meeting that the Northern mining areas did not require publicity, that such was not welcomed by the large mining companies and had no value as regards development. It might be pointed out that ever since the days of Prince Rupert the first with his adventurers to get interested in the North, there has been a constant stream of publicity concerning the North. In the old days, the North

was described as the Barrens of Canada, a name which people recognize today as being a slander upon a rich and most prolific mineral, fur, and farming area. In 1929 these same mining magnates who are mentioned by the Chamber of Mines, carried on a most extensive publicity campaign to popularize the mining north. If all reports are true the Eastern mining centres are now preparing to concentrate considerable attention on the Yellowknife and other northern areas. Hence the need for real information concerning the field—Where it is—How to get there—What Edmonton can offer in supplies, etc., was never more necessary than it is today. It is admitted the large mining companies know what they are doing when they enter a new field, but it is quite exceptional for the large company to do the pioneering. Such takes the prospector—the pioneer who travels here and everywhere looking for new finds. Mining capital follows the prospector. The north needs thousands of prospectors, Edmonton needs them also for they are its best customers.

* * *

Let us hope the Alberta and North West Chamber of Mines will have a change of heart as regards publicity for the north.

* * *

Carry a piece of rock with you next summer, is a suggestion for those Edmonton and Alberta people who may be fortunate enough to take a trip next summer along the continental highways and tourist routes. If Edmonton gets mine wise—if citizens take the trouble to get acquainted with mining and its possibilities, learn enough to be able to swap yarns concerning the gold in them tar hills with fellow campers during the long summer evenings, it may mean many a newcomer to Edmonton and the north eager to find out what the north has to offer. Think it over.

Mining Progress In 1937—40 Companies in Field

Mining activities in the Northwest Territories during 1937 continued to centre around the pitchblende-silver deposits of Great Bear Lake; and the gold discoveries of Outpost island, Great Slave lake, Yellowknife river and Gordon lake.

At the Great Bear lake property of Eldorado Gold Mines Limited, production was increased appreciably, approximately 125 men being continuously employed throughout the season. The mine has been electrified by the installation of Diesel-driven generators, the oil for fuel being obtained from wells at Norman.

In the Yellowknife river and Gordon lake areas, a number of companies were actively engaged in developing and proving claims. The mill of Consolidated Smelters on their Con property is nearing completion. This mill which will have an initial capacity of 100 tons will also treat ore from the nearby Ryan Gold Mines property recently acquired by Consolidated.

Improvements to transportation and navigation facilities are doing much to assist developments in this area. The completion of a winter tractor road from Yellowknife bay to Gordon lake area will speed up the movement of heavy freight. At the property of Mining Corporation at Gordon lake plans are under way for the erection of a 100-ton mill next spring. A complete Diesel-

driven mining plant is at Yellowknife bay to be moved immediately into the property.

At Outpost island the shaft on Slave Lake Gold Mines property was completed to 450 feet and considerable drifting has been done on the 200, 325 and 425-foot levels.

Early in December a rich find of gold-bearing quartz was reported to have been made on Snare river some 40 miles north of Rae on Great Slave lake.

During the season four transportation companies reported a total of 22,908 tons from Waterways for points north. Airplane companies handled approximately an additional 600 tons. Individual prospectors were busy throughout the various areas and the department of mines and resources had several geological parties working in Yellowknife river, Gordon lake, and Beaulieu areas where preliminary investigation has disclosed rock formations suitable to mineral deposition.

At present nearly 4,000 mineral claims are in good standing in the Northwest Territories, of which 2,500 are in the Yellowknife and Gordon lake areas. At the close of the year approximately forty companies and syndicates were engaged in prospecting or development work in the Territories—a significant feature being that many of these are well established and well financed mining companies, capable of carrying their work to conclusive results.

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Expansion Program of Eldorado Gold Complete

The expansion program of Eldorado Gold Mines has been completed, making possible an output of 7 grammes of radium monthly in comparison with previous capacity of 2 grammes, production of other products on a similar increased scale. Enlargement has been based on growing demand for company's products.

More official particulars in respect to development in No. 1 vein, second important ore source recently opened, are to effect that the 70-foot shoot on 590-foot level definitely eclipses any previous section outlined in No. 2 vein and that 90 feet of drifting at 340 level has disclosed the best ore situation to date. Adding to sources of supply is the discovery of 60 feet of pitchblende-silver ore on the 125-foot level of No. 2 (Gulch) shaft.

Immediate development efforts comprise continuation of faces eastward on 465 and 590 levels in No. 1 vein, raising from 590 level to establish ore persistence and sinking winze an additional 250 feet, providing two new working floors at depth. The latter should be completed about the end of March. Although ore position at the mine has improved remarkably in the last few

months, the official plan is to continue extensive exploration - development. — "Mining Analyst".

NEW TAR SAND COMPANY TO OPERATE

Canada Oil Sands Limited, a newly incorporated company with capital issue of 3,000,000 shares of which it is stated 800,000 shares have been issued as fully paid up, with minimum subscription of 300,000 cash, has been formed for the purpose of developing tar sands on the Athabasca river. It was incorporated under Alberta charter in September, 1936, with sponsors being Phillip Ney, W. S. Newton and Leslie Kooney, all of Winnipeg. Registered office is Trusts and Guarantee Co., Calgary. On the remaining 2,200,000 shares, Kessick Securities, Calgary, have an option.

The company has acquired lease of 1900 acres from the provincial government under which it must treat 10,000 tons of tar sands in 1938 and 30,000 tons yearly from 1939-1946. Rental is \$1.00 per acre. Royalty to be paid government, 5c per ton for bitumen extracted and 1c per barrel for oil for first five years, increased to 5c per barrel afterwards. The location taken up under the lease is near Fort MacKay on the Athabasca river.

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SKI-ING IN BANFF NATIONAL PARK

World famous as a summer holiday region, Banff National Park in the Canadian Rockies is becoming increasingly popular as a winter playground. Hundreds of skiers, both young and old, are now flocking into the mountains, where recently falls of snow have filled out the deep valleys and mantled the towering peaks, removing hazards from the path of the flying skier. Along all ski fronts experts report ideal conditions, and with many important ski meets scheduled a banner season in winter sports is anticipated.

Among the peaks and valleys of Banff National Park lie hundreds of square miles of almost perfect skiing terrain where ideal snow conditions, easy accessibility, and excellent facilities for accommodation combine to make this region one of the finest skiing centres of North America. Three types of skiing are available; classified according to altitudes as low-country skiing, below timberline; high-country skiing, on the slopes and mountain sides adjacent to the timberline ski camps, and ski-mountaineering, in the "sub-stratosphere" of the high-country.

Mount Norquay is the haven of local skiers, and on week-ends it is also visited by hosts of gay excursionists from other points. A spectacular ski jump, fine downhill ski runs and slalom course have been built on the glistening slopes of Mount Norquay within sight of the town of Banff, which forms the outfitting centre and starting point for many of the popular routes now open to skiers. The down-hill run, starting 7,500 feet up the mountain, drops 3,000 feet in a travelled distance of a mile and a half, while the slalom course has an angle of from thirty to forty degrees.

Three developed, high-country ski areas in Banff National Park boast establishments that for want of a better name are called camps. All the cabins are constructed of logs, and range in size from small private shacks to beautiful main lodges, one of which has a lounge fifty-six by twenty-five feet—cheered by the burning logs which crackle in an enormous stone fireplace. Electric lights, modern plumbing and leather chesterfields are luxuries that one is surprised to find in these camps, which are accessible only by pack horse in summer and ski in winter.



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Are You Outfitting For The North?

A proper outfit of supplies and equipment suitable for the particular needs of Northern mining and exploration is of the utmost importance. These can be obtained in Edmonton from business houses experienced in equipping Northern parties for over a hundred years.

The following is a suggested list of supplies necessary for two men for 100 days in the field:

CAMP EQUIPMENT FOR BASE

Heavy canvas tent. Mosquito netting.
Collapsible camp stove, complete with pipes and asbestos ring.
Two eiderdown sleeping bags. Two waterproof ground sheets.
One light, one heavy axe, carborundum stone and files.
Spools of copper wire, nails, auger and bit, bucksaw.
Pots and pans, fry pan, tea pot, coffee pot.
Pitch, copper rivets, canvas, thread and awls.
Pick or mattock and shovel. Mortar and pestle (Iron).
Box of explosives, fuse and caps. Heavy and light rope.
A few dozen small canvas bags, heavy duck.
Small assay outfit, including blow torch.
Candles, electric torch and batteries.
First-aid kit and a few drugs.

FIELD EQUIPMENT

Sheath knife, compass, aneroid. Pair field glasses, camera and films.
.22 rifle, 30.30 carbine and cartridges.
2 light haversacks. 2 heavy pack bags.
Geological picks, fish hooks, trolling spoons, and fish line.
Canoe with Johnson outboard motor.
Aluminum cooking outfit, primus stove with oil.
Magnifying glass, small mosquito-proof tent.

CLOTHING

Canvas parka, Boots, Heavy Underclothing, Light rubber canvas shoes, Windbreaker, Hat, Fur Cap. Mitts (several pairs), light Cotton Gloves (several pairs), Heavy Socks, Moccasins, Overalls, Leather Boots, Sweater, Light Underwear.

FOOD SUPPLIES (Basis 2 Men—100 Days)

	lbs.	oz.		lbs.	oz.
Onions, dried	14		Flour	180	
Baking Powder	4		Rolled Oats	18	
Salt	10		Rice	12	
Pepper		8	Cornmeal	10	
Yeast	8	boxes	Whole Wheat Flour	20	
Soap	10	bars	Split Peas	6	
Dried Fruit	34		Bacon	120	
Raisins	8		Sugar	75	
Currants	2		Tea	8	
Jam	12		Coffee	6	
Matches	2	ctns.	Butter	30	
Mustard		8	Cheese	10	
Macaroni	7		Milk Powder	20	
Tobacco	7		Beans	50	
Towelling.			Potatoes (Des.)	26	

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TO WHOM IT MAY CONCERN

- Did you ever ask the question, is it worth the price we pay?
- Did you ever stop and reason with yourself?
- Did you grab at opportunity when it knocked upon your door?
- Did you ever use the brains beneath your scalp? Did you?
- Did you ever have ambition, to do a thing worthwhile?
- Did you ever stop and give a helping hand?
- Did you ever try to conquer when the other man had failed?
- Did you ever prove you've got the "grit and sand"?—Did you?
- Will you do the thing I ask you, will you prove yourself a man?
- Will you take the chance to earn yourself a name?
- Will you show you've got the spirit that is British to the core?
- Or will you fail then say some other is to blame? Will you?
- Will you go to our New Frontier, the land that's pure and free?
- Will you help to put the Northland on the map?
- Will you tell the world you'll do it, that you're going to take a chance?
- Will you do your bit and help to bridge the gap?—Will you?
- Will you sacrifice a month or two, and go out in the wilds?
- Will you help to find a mine, or try your luck?
- Will you do it for your own sake, and for others yet to come?
- Be a man, my friend, and do it, show your pluck?—Will you?

—J. W. HORAN.

CONCERT AT MEMORIAL HALL

The Edmonton Boys' Temperance Band in co-operation with the Ladies' Concert Band are staging a concert at the Memorial Hall on January 31 next at 8 p.m. The bands will be assisted by other artists. All associate members are invited to attend. The address of the secretary is 10624 95 street, Edmonton.

NOR' WEST MINES

The season just closed, states Mr. G. D. Murphy, who recently returned from the north, saw the erection of two new mills to the north of Edmonton—1,000 ton capacity at the Box property on Lake Athabasca and one of 150 ton capacity on the Con property, Yellowknife bay. These are both C.M. & S. operations. Other properties considering mill plans are the Athona, Lake Athabasca, and Cam Laren, Gordon lake. Many properties have been looked after and the assessment work done, the owners taking the privilege of waiting for the operator, who is down on his particular work to gain the general underground geological information.

Many properties did not get the attention they should have got owing to market conditions. The interest in mining seemed to have taken a decline in mid-summer. The big nickle show at Dinty lake northeast of Goldfields was closed down to await a better opportunity to study it. Attention eventually was concentrated on the Yellowknife area, where some important discoveries have been made of gold.

The southwestern end of Gordon lake also was given a particularly careful going over, which resulted in the locating of two important properties, both belonging to the C.M. & S., north of Yellowknife Bay, some forty miles. The Territorial Exploration Ltd. located and staked an area approximately eleven miles in length, striking magnetic north. Several local prospectors tied on to this show. To the south of this large block the C.M. & S. made another find of great interest, known as the Mon group. A great deal of work will have to be done on this large discovery, but it is of such interest that a great deal of time and money will be spent on this location.

Reports of other finds of interest have been reported north and east of Rae and along the north shore of Great Slave lake to the east. The current season should see a great influx of prospectors into the north, with the likely concentration at Yellowknife and let us hope that we see the construction of many new head frames.

New Strike At Yellowknife

A new strike, stated to have outstanding gold showings, is reported as having been made last fall some 40 miles up the Yellowknife river. It is stated that the Consolidated Mining and Smelting Company hold 30 claims on the new showing, having paid \$25,000 for a 12% balance of interest in the same. That M. L. Ryan, president of Ryan Gold

Mines Ltd., has bought the next 21 claims, making payments of \$1,000 cash, \$1,000 and \$8,000 deferred payments and that Maclaren Bros., representing Ventures Limited staked 14 miles of country along the strike. It is stated that the showing consists of stringer veins, very rich in gold with a width between hanging walls of 114 feet, with even the walls showing excellent values.

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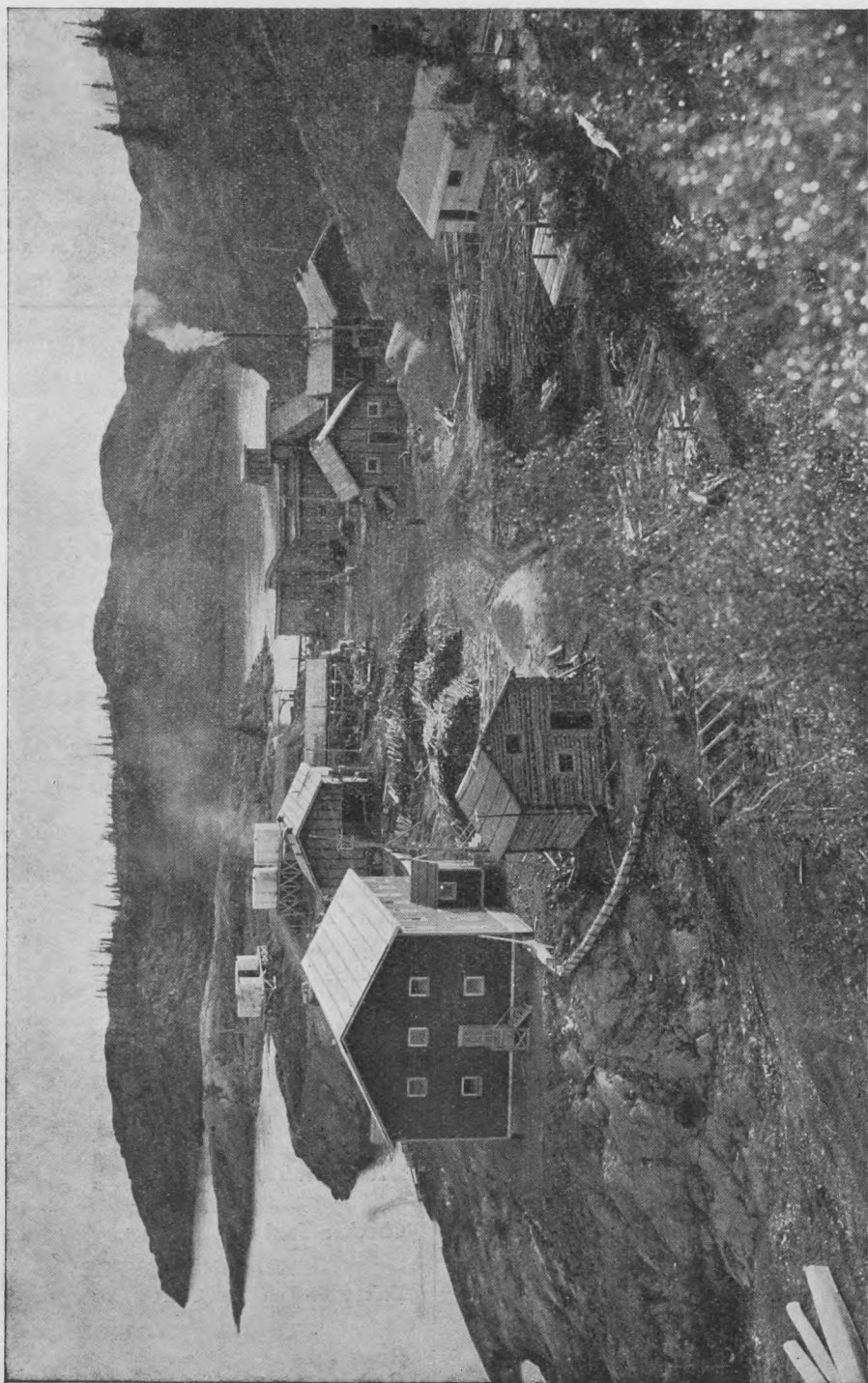
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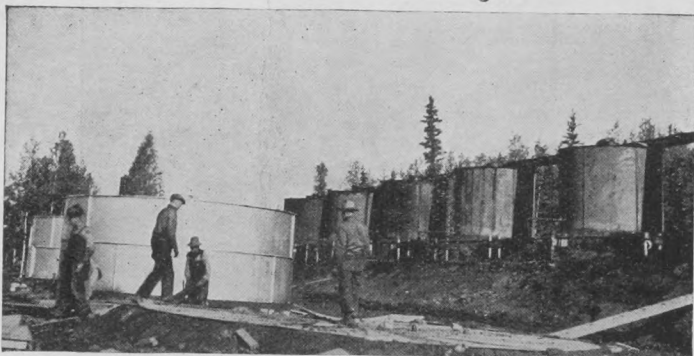
Goldfields Transport Ltd.



Eldorado experiences a building boom. The log structures of the early days . . . all of three or four years ago . . . are disappearing. In the background are four fuel oil tanks, two of them new in 1937, for storing the oil vitally necessary for mines operation in the north.

ARCTIC OIL FOR ARCTIC MINES

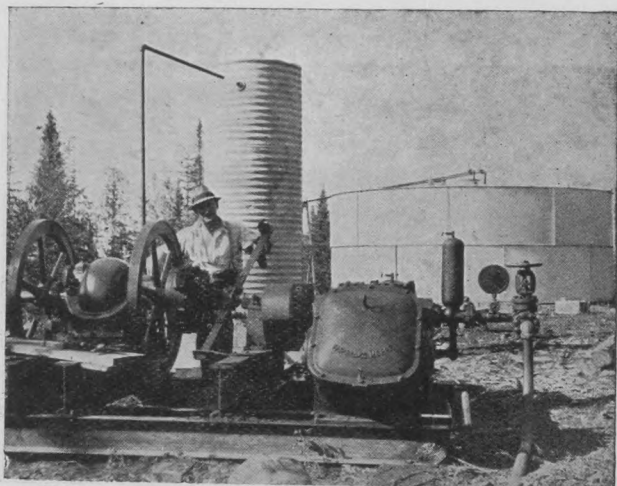
Some one years ago must have been gifted with second sight, when a hunch took him to stake oil claims, fifty miles north of Ft. Norman and the Imperial was persuaded to drill a well. Oil in quantity was discovered but at the time there was no market for it, so the well was capped. Then along came the prospectors and miners, Eldorado was discovered and its radium and silver ores began to be developed. There was no timber or coal available for fuel purposes and oil became the lifeblood necessary to develop the mines of the north. The Imperial built a refinery at the well and with its usual progressive policy of meeting demands for oil anywhere at any time is now supplying the mines of the north with oil, for in addition to the Eldorado at Great Bear, the mines at Yellowknife and Great Slave Lake, the boats and other shipping right to the Arctic coast are all using oil produced in the north. To meet this new demand, additional storage has had to be put in at the well and at other strategic points, barges and tugs built to carry it, including an eight and a half mile pipe line around the rapids on Great Bear river. Most of this work was completed in 1937.



Pipe line from dock at foot of rapids to first transfer tank.

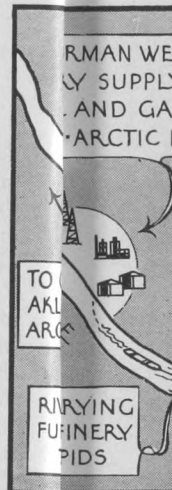


New 500 gallon tanks were necessary at the well in 1937 to augment the old battery of 100 gallon storage tanks. These tanks were shipped knocked down and assembled at the well.

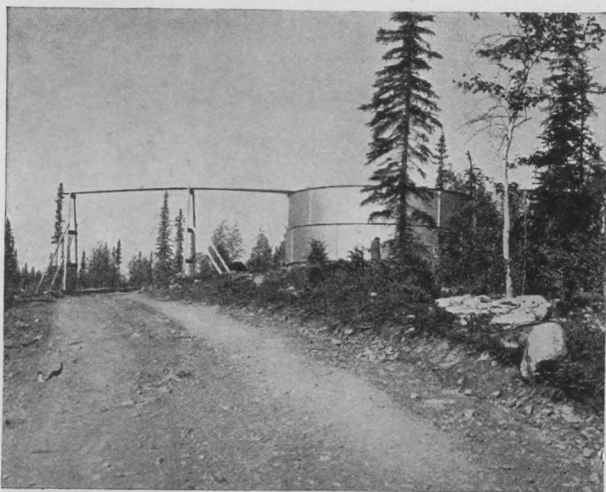


The pump which forces the oil through the pipe line to a similar tank, from which it is transferred by gravity into a second barge, which delivers it to a 70,000 gallon storage tank at Franklin, west end of Great Bear Lake. Here it is transferred to the lake tanker barge which operates to the Eldorado at Echo Bay.

How Fort Norman Oil is sent to The Radium and other Mines in the North



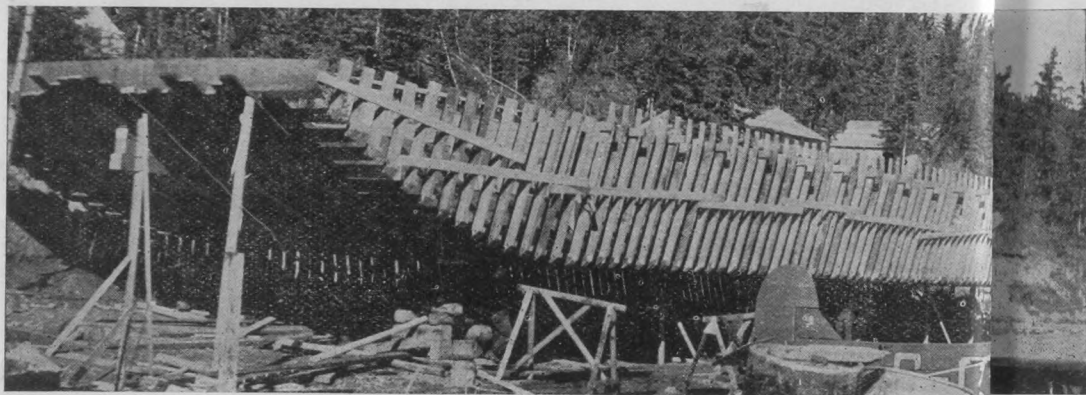
Sketch oil reaches of these River, the transigallon barge



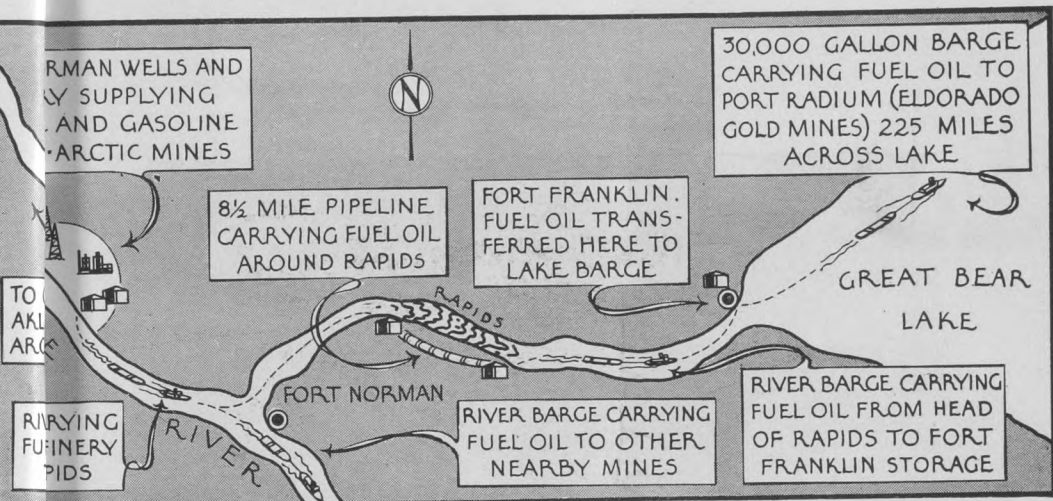
At the foot of the rapids on the Great Bear River, oil is first placed in the 17,500 gallon transfer tank



Rushing construction of new trestle to get them into service for the summer work



Like the bones of a prehistoric monster is the skeleton of this 300 ton barge, all built entirely with wood which is cut and sawed on the ground, at Fort Smith.



Sketch of oil reaches Eldorado from the Imperial Oil refinery. It is first taken by barge from the well to the foot of the Bear River, then piped 8½ miles, then reloaded and delivered to storage at Fort Franklin, from there 30,000 gallon barge across the lake 225 miles to the mine.

Fort Smith Busy Place During 1937 Shipbuilding Goes on Apace



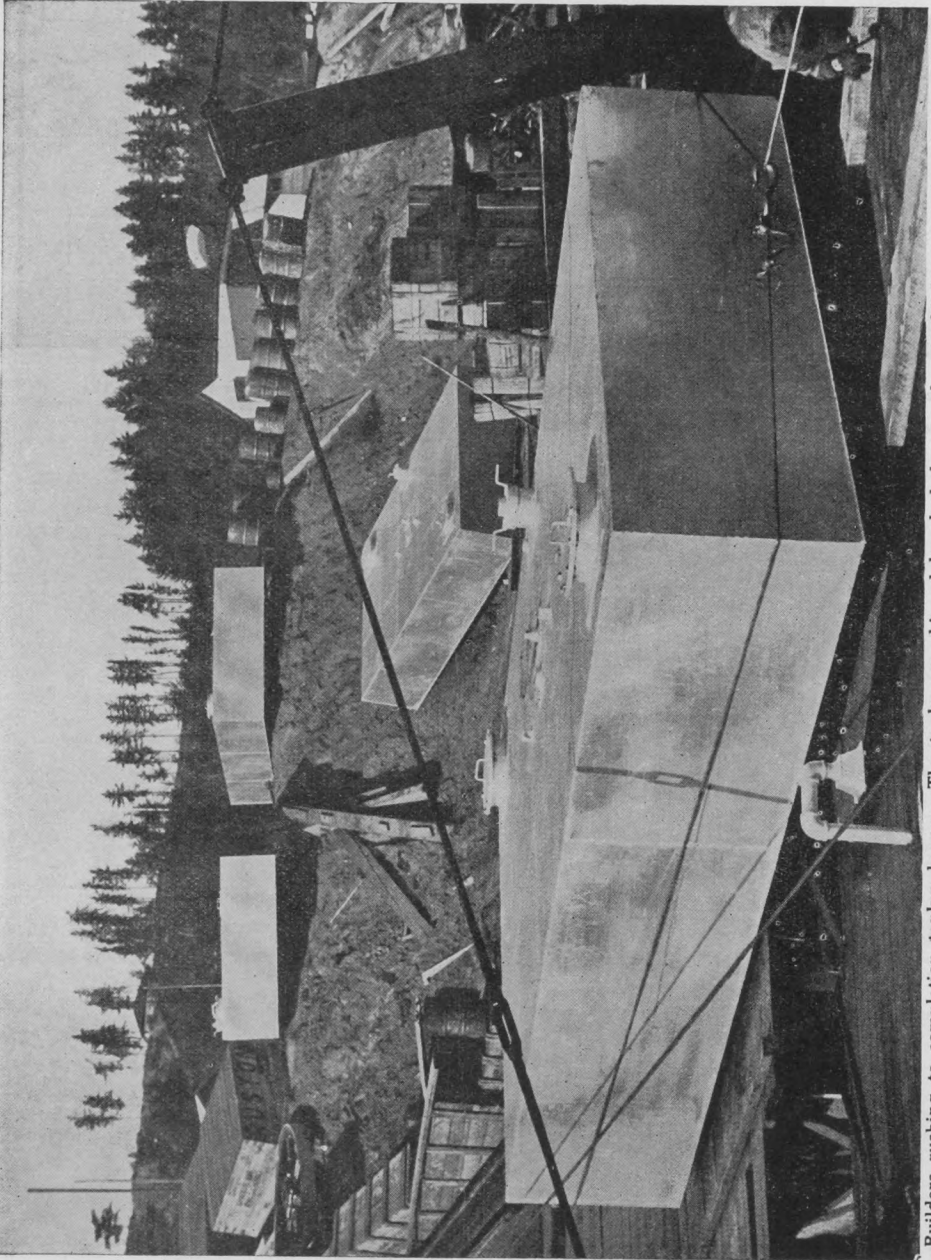
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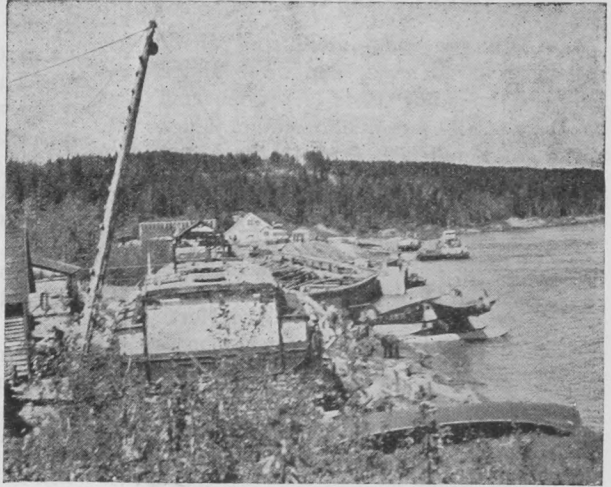
Putting the finishing touches on the pilot house.



Builders rushing to completion tanker barges. The tanks are shipped knocked down and assembled on the river bank. Tanks as shown above were made by Standard Ironworks Co. Limited, Edmonton, Alberta.

**FORT SMITH BUSY PLACE
DURING 1937**

Sleepy old Fort Smith, the home of government in the North West Territories, and general meeting place for trader and trapper on the way in or out of the down river north, was transformed this summer into a busy ship building centre. Construction and navigation, due to increased mining demands, went on apace at Fort Smith in 1937, as the Northern Navigation Co. put a fleet of new barges into service. Included were specially designed tanker barges for handling fuel oil south from the Imperial refinery at Fort Norman to aid mining development at Great Bear, Yellowknife and other fast growing centres of the mining north.



Fort Smith was the busiest little shipyard in Canada last summer as mining and fuel oil made new demands on water transportation. A section of the hull of the Diesel powered Radium King, Northern Transportation Co's fleet unit, which was shipped overland from Quebec and is being assembled at Smith.

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SPRUCE STUMP MAKES NORTH WEST PASSAGE

A spruce stump measuring about six inches in diameter and three and a half feet long now rests in the museum at Ottawa. It was identified as black spruce and was picked up in the Bellot Strait on the eastern shores of the Arctic. It can have only come, states government officials, from the Mackenzie river in the western Arctic and in order to reach the destination where it was picked up, it must have made the North West Passage along the northern shores of Canada, a trip that has been the ambition of many an explorer. It is estimated that it drifted at least 1500 miles.

GALLOWAY GORDON GROUP AT GORDON LAKE

A. L. Schneider, in charge of operations for Galloway Gordon Lake Mining Syndicate at Gordon Lake, N.W.T., reports grab samples running an average of \$193.48 per ton, after eliminating free gold. In his report he states it is his opinion that the property is on the direct line of strike with Mining Corporation's CamLar-en group of claims where exceptionally high values were announced and underground work is now in progress. One vein at the Galloway Gordon property is stated to be about 20 ft. wide with free gold showings.

REPRESENTATION FOR THE NORTH

Once again it is timely to suggest that the north needs direct representation in the House of Commons at Ottawa. The time has now come when the old order of administering the new mining north by a North West Territory Council should be done away with. At the present time the north has no voice in the House of Commons excepting only through this council which is composed mainly of officials of the department of mines. There should be two members, one for the southern part and another for the northern part of this great area. Its mining progress Justifies it just as much as progress in the Yukon justified representation there after gold was discovered in that area.

FOR SALE

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good condition—Phone 25746.

EXTEND POWER

Hudson's Bay Mining and Smelting Co. Ltd. operating Flin Flon Mines in Manitoba are stated to be planning to install two new units to its power plant at Island Falls in Saskatchewan and are also planning to develop another large power project 150 miles north of Lac La Ronge on the Churchill river in Saskatchewan.

EATON SERVICE

Is very popular with the Northerners from Whitehorse to Cambridge Bay, judging from the dozens and dozens of letters we've received since the first crew went North. Whatever your needs may be just wire or write us.

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THE T. EATON CO.
WESTERN LIMITED

GOLDFIELDS TRANSPORT LIMITED REPORTS GOOD YEAR

Goldfields Transport Limited reports that its first year of operation between Waterways, Goldfields and Fitzgerald has been most successful notwithstanding low water and other unforeseen conditions from which water transportation to the northern mines suffered in 1937. The company had the distinction of landing the first freight at Goldfields immediately after the ice went out at the opening of navigation. It also operated right to the end of the season, one of its boats being the last to carry freight to the mines. During the season much tonnage was carried, at least 1500 tons, which entailed much experienced work on the part of its management to deliver on time, especially as at the beginning of the season freight offerings, being a new company, were light, but the service rendered, officials state, during the season, resulted in plenty of freight later. The company operates two boats and two barges on the route, making regular trips to the above points. The company states that plans are under way to enlarge equipment and also establish larger storage for shipments awaiting transportation in readiness for

the 1938 season. The manager of the company is Mr. L. H. (Lute) Vieweger, an experienced northern transportation man. The offices are at Waterways, Alberta, to which all freight enquiries should be addressed.

ISSUES NEW TRACTOR FOLDER

Captioned pictures, showing a wide variety of jobs, both agricultural and industrial, which are being done by "Caterpillar" products, are included in a new folder, issued by Caterpillar Tractor Company.

Unusual obstacles which have been overcome by the use of "Caterpillar" Diesel engines, track-type tractors or road machinery, as well as routine tasks, which are being done from Alaska to Zanzibar, are illustrated in the folder.

A copy of the folder may be obtained by writing Union Tractor and Harvester Co., Ltd., Calgary or Edmonton, and mentioning form 4496.

Premier Mine has distributed \$20,-108,075 in dividends since 1921. This mine is one of the most profitable silver mines in B. C. and is situated at the head of Portland Canal (Stewart).

GREAT BEAR LAKE AND THE MACKENZIE RIVER

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CANADA

TURNER VALLEY OIL OUT-PUT

	Barrels
Advance 5A	182
B. and B. 1	1,012
British-Dominion 4	30
Brown 1	1,597
Brown 2	628
Century 1	46
Commoil 1	2,998
Davies 2	2,313
Firestone 1	698
Foundation 1	487
Four Star 1	609
Granville 1	377
Miracle 2	57
Model-Spooner 1	666
Model 1	134
Model 2	18
Model 3	10
Monarch 1	591
National 1	1,051
Prairie 1	1,275
Renfrew 1	15
Richland 3	68
Sterling Pacific 3	302
Sterling Pacific 4	2,052
Sterling Pacific 5	1,599
Sterling Pacific 6	2,141
Share 1	484
Royal Crest 1	587
Royal Canadian 1	920
Sunset 1	(est.) 1,000
Three Point 1	478
Turner Valley Royalties 1	1,221
Westflank 1	320
Westflank 3	312
Westside 1	545
Total Daily Flow	26,803

SNOWMOBILE GOES NORTH

A snowmobile, manufactured in Edmonton by Hoover and Scott, was re-

cently purchased by M. Hughes and Associates for use on the Athabasca river north of McMurray. It is understood that it will be used for passengers, express and freight service to points as far as Goldfields. It carries 4 passengers and pilot with capacity load of around 1000 pounds. These machines are used fairly extensively in Saskatchewan and a few in Alberta, where they have been found of good service in getting over roadless territory.

ALBERTA AND NORTHWEST
CHAMBER OF MINES HOLD
ANNUAL MEETING

The Alberta and North West Chamber of Mines held its annual meeting recently at Edmonton, with the following directors being elected:

H. T. Anderson, C. Becker, A. M. Berry, W. L. Brintnell, R. R. Brough, J. O. Budd, W. S. Campbell, H. M. Cullis, W. J. Dick, R. M. Dingwall, C. E. Garnett, C. D. Jacox, E. T. Love, R. V. MacCosham, H. W. J. Maddison, R. C. Marshall, W. R. May, John Michaels, H. R. Milner, H. O. Patriquin, P. F. Ryan, M. L. Ryan, W. Schlader, R. H. Spilsted, S. R. Stevens and W. Watson.

BUILD NEW BOATS

It is understood that the Eldorado Gold Mines Ltd. are preparing to build new boats and barges for their transportation requirements in 1938.

CANADA PRODUCES MORE GOLD

Production of gold for the first 9 months of 1937 totalled 3,017,285 oz. as against 2,759,752 for the same period in 1936.

WE SPECIALLY RECOMMEND THE PURCHASE OF

Sundance Royalties

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Miller, Manager
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A 100%
ALBERTA FUEL



TRAINING YOUNG MEN FOR NORTHERN WORK

A rather striking suggestion has been made by officials actively identified with the Strathcona Community League in connection with the northern mining areas for the benefit of young people seeking employment in this real and new field of opportunity.

With the splendid co-operation of the Purity Flour Mills of South Edmonton, the community league now possesses an extra acreage of from 14 to 17 lots adjoining the present community property and also the buildings on the same, which consist of a large cement tower, formerly used for grain storage, 80 feet high and 130 feet in circumference and also the barn on the property which is 40 x 30 feet. This property has been given to the community league on the understanding that the same will be used for community and youth training purposes. Officials state it is proposed to use the grounds and other accommodations as headquarters, where young men with ambition to go North will receive elementary training in dog breaking and driving along northern lines, back packing, how to handle and pack horses, axe, canoe and bush work including elementary handling of rifle, traps, and fish nets and lines. They add, every year mining companies and others in the north hire men for various purposes, most of whom are brought from the east. The main idea in this elementary training scheme is to weed out those who show they are not adaptable to what is required for northern pioneering, so that those sponsoring the idea will be able

to guarantee the ability of any selected, to employers seeking such services.

Such a movement, officials state, should receive the approval of all who recognize the fact that the northern mining areas and transportation companies—water, air, and land—today offer splendid opportunities to young men who are capable, have a certain amount of experience and are willing to prove that they can "take what the north requires".

Alexander Diamond Drill Co. Ltd.

C.P.R. Bldg., Toronto

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J. W. FRY,
Mayor.

R. J. GIBB and J. HODGSON,
City Commissioners.

TURNER VALLEY PRODUCTION UP

Crude oil production in Turner Valley 40 miles south of Calgary, Alta., has increased from a daily flow of 5,000 bbls. early in 1937, to present potential output of between 20,000 and 28,000 barrels daily, which has been reduced by proration to about 10,000 barrels daily. Proration was introduced early in September and limits the flow of producing wells to about 35 per cent of capacity. More than thirty wells are now in production compared with only four at the close of 1936, and drilling is under way at twenty-two or more wells. Output of crude oil from Turner Valley in 1936 averaged 3,840 barrels a day.

Drilling for oil and gas in Turner Valley dates back to 1913, but no developments of importance occurred until late in 1924, when gas with a content of one imperial gallon of naphtha per thousand cubic feet was obtained in a well drilled in the upper part of the limestone. Between then and 1936 more than 150 wells were drilled for naphtha, in a large percentage of which commercial yields were obtained. In June, 1936, a well drilled on the west flank, toward the southern end of the field, reached

the top of the productive limestone horizon at a depth of 6,396 feet and obtained crude oil yield of 850 barrels daily at a depth of 6,828 feet. The success of this well led to extensive drilling in this portion of the field with results as noted above.

Oil is now moving by tank car from Calgary to refineries in Moose Jaw and Regina, and as the available supply increases it will probably move still farther east to replace imported petroleum.

WILL FREIGHT FROM WATERWAYS

C. F. Warriner, of Goldfields, a recent visitor to Edmonton, purchased a R D Diesel 4 Caterpillar Tractor, which has a 35 h.p. capacity from Union Tractor and Harvester Co., Ltd., Caterpillar agents for Northern Alberta. This tractor, it is stated, will be used for freighting during the winter from Waterways to Goldfields. During the summer months for wood hauling at Goldfields.

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